



SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM

Annual Report Fiscal Year 2006



**SECONDARY ROAD PATROL (SRP)
AND TRAFFIC ACCIDENT PREVENTION PROGRAM**



Annual Report Fiscal Year 2006

(October 1, 2005 - September 30, 2006)

Compiled from data submitted to the
Office of Highway Safety Planning
Lansing, Michigan



ACKNOWLEDGMENTS

This report was compiled by the
Office of Highway Safety Planning
from documents submitted by
each participating county.

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FOREWORD

On behalf of the Office of Highway Safety Planning (OHSP), I am pleased to present the 2006 Secondary Road Patrol (SRP) and Accident Prevention Program Annual Report*.

Michigan has been riding a tremendous wave of success in traffic safety, capped off in 2006, with the state safety belt use rate reaching an all-time high of 94.3 percent, ranking Michigan second best in the nation. Declining traffic injuries and fatalities have been attributed, in part, to this major accomplishment, and the SRP Program played a significant role in this success.

In 2006, the SRP program funded a total of 175 deputies, a slight drop from the 178 deputies funded in 2005. Combined, these deputies arrested 2,378 drunk/impaired drivers, generated 132,500 vehicle stops, and issued 102,000 traffic citations. The 2006 program also generated 7,790 criminal arrests (an 11 percent increase over 2005), provided 23,000 “assists” to other officers, responded to 16,400 criminal complaints, and aided 5,950 stranded motorists.

I extend my sincere appreciation to Mr. Terry Jungel, Executive Director of the Michigan Sheriffs’ Association, and all of the participating sheriffs’ offices throughout the state, for their ongoing support and commitment to safety on our roadways. Thank you all for another successful program year.

A handwritten signature in black ink, appearing to read "Michael L. Prince". The signature is fluid and cursive, with a large initial "M" and a long, sweeping underline.

Michael L. Prince, Director
Office of Highway Safety Planning
April 1, 2007

* Visit www.michigan.gov/ohsp, Law Enforcement Programs to view entire Annual Report



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Introduction

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. The program is often referred to as the "SRP" or "416" program. This state grant program provides county sheriff offices with funding to patrol county and local roads outside the corporate limits of cities and villages. The program has the legislated primary responsibility of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance.

The program began October 1, 1978, with 78 counties participating. On October 1, 1989, the program was transferred by Executive Order #1989-4 from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning (OHSP). Public Act 416 of 1978, as amended, requires two reports to be submitted to the Legislature:

- >> An Annual Report containing data from the participating sheriff's offices along with their recommendations on methods of improving coordination of local and state law enforcement agencies in the state, improving law enforcement training programs, improving communications systems of law enforcement agencies, and a description of the role alcohol played in the incidence of fatal and personal injury accidents in the state. This report is due May 1 each year.
- >> An Impact and Cost Effectiveness Study is due April 1 of each year. Due to the number of factors that influence traffic crash deaths and injuries, it is difficult to determine the level of impact that the SRP program alone has had on saving lives and reducing injuries. Therefore, this section of the report consists of general observations by OHSP on the impact of program activities that would reasonably be expected to contribute to decreased traffic crashes and deaths.

As in previous years, the Annual Report and Impact and Cost Effectiveness Study for state fiscal year 2006 (FY06) are combined into a single document, and referred to as the Annual Report.

Program data is derived from the initial, semi-annual, and annual reports submitted by each participating county as part of its reporting requirements. This data is collected on a state fiscal year basis (October 1 through September 30) each year.

EXCERPTS FROM PUBLIC ACT 416 OF 1978

(For complete law, see page 12)

The sheriff's office is the primary agency responsible for providing certain services on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff's office also provides these services on any portion of any other highway or road within the boundaries of a county park.

SERVICES TO BE PROVIDED:

- >> Patrolling and monitoring traffic violations.
- >> Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring

required by the Act.

- >> Investigating accidents involving motor vehicles.
- >> Providing emergency assistance to persons on or near a highway or road patrolled as required by the Act.

The sheriff can provide these services on secondary roads within a city or village if the legislative body of the local unit of government passes a resolution requesting the services.

HOW FUNDS CAN BE SPENT:

Counties are required to enter into a contractual arrangement with OHSP to receive funds. Funds can be spent as follows:

- >> Employing additional personnel
- >> Purchasing additional equipment
- >> Enforcing laws in state and county parks
- >> Providing selective motor vehicle inspection programs
- >> Providing traffic safety information and education programs that are in addition to those provided before the effective date of the Act, October 1, 1978

ALLOCATION OF FUNDS UNDER THE ACT:

"...a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976 through June 30, 1977."

MAINTENANCE OF EFFORT (MOE):

SRP funds are mandated to supplement secondary road patrol efforts by counties, not to supplant, or replace county funding. Counties are ineligible for SRP funding if they reduce the level of County Funded Road Patrol (CFRP) deputies unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. "An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services" (Section 51.77(1)). This provision is known as the "Maintenance of Effort," or MOE. Counties are required to report the number of deputies they have at the beginning of each funding year. These figures are compared with those reported for October 1, 1978. If the county has fewer county-supported deputies, they must either replace the personnel or prove economic hardship in order to receive SRP funds. If reductions become necessary, the county is required to report this to OHSP, who will determine if the reduction meets the requirements of the Act.

SECONDARY ROAD PATROL FY 2006 ALLOCATION

			Original	Mid-Year	Total
2006 STATE ALLOCATION			\$12,800,000	\$500,000	\$13,300,000
COUNTY	ALLOCATION PERCENTAGE	MOE REQUIRE.	COUNTY ALLOCATION	Mid Yr Adjustment	Total
ALCONA	0.393	4.0	50,304	1,965	52,269
ALGER	0.322	0.0	41,216	1,610	42,826
ALLEGAN	1.216	18.0	155,648	6,080	161,728
ALPENA	0.578	1.0	73,984	2,890	76,874
ANTRIM	0.465	7.0	59,520	2,325	61,845
ARENAC	0.396	3.0	50,688	1,980	52,668
BARAGA	0.310	0.0	39,680	1,550	41,230
BARRY	0.692	11.0	88,576	3,460	92,036
BAY	1.499	23.0	191,872	7,495	199,367
BENZIE	0.353	4.0	45,184	1,765	46,949
BERRIEN	2.075	24.0	265,600	10,375	275,975
BRANCH	0.747	13.0	95,616	3,735	99,351
CALHOUN	1.762	17.0	225,536	8,810	234,346
CASS	0.766	14.0	98,048	3,830	101,878
CHARLEVOIX	0.442	7.0	56,576	2,210	58,786
CHEBOYGAN	0.563	2.0	72,064	2,815	74,879
CHIPPEWA	0.706	6.0	90,368	3,530	93,898
CLARE	0.531	4.0	67,968	2,655	70,623
CLINTON	0.857	9.0	109,696	4,285	113,981
CRAWFORD	0.369	3.0	47,232	1,845	49,077
DELTA	0.696	5.0	89,088	3,480	92,568
DICKINSON	0.491	3.0	62,848	2,455	65,303
EATON	1.090	17.0	139,520	5,450	144,970
EMMET	0.514	10.0	65,792	2,570	68,362
GENESEE	4.380	21.0	560,640	21,900	582,540
GLADWIN	0.467	5.0	59,776	2,335	62,111
GOGEBIC	0.415	6.0	53,120	2,075	55,195
GRAND TRAVERSE	0.836	19.0	107,008	4,180	111,188
GRATIOT	0.782	7.0	100,096	3,910	104,006
HILLSDALE	0.758	9.0	97,024	3,790	100,814
HOUGHTON	0.570	4.0	72,960	2,850	75,810
HURON	0.838	13.0	107,264	4,190	111,454
INGHAM	2.310	12.0	295,680	11,550	307,230
IONIA	0.749	9.0	95,872	3,745	99,617
IOSCO	0.626	10.5	80,128	3,130	83,258
IRON	0.389	1.0	49,792	1,945	51,737
ISABELLA	0.782	7.0	100,096	3,910	104,006
JACKSON	1.926	24.0	246,528	9,630	256,158
KALAMAZOO	2.010	27.0	257,280	10,050	267,330
KALKASKA	0.435	4.0	55,680	2,175	57,855
KENT	4.123	77.0	527,744	20,615	548,359
KEWEENAW	0.188	2.0	24,064	940	25,004



COUNTY	ALLOCATION PERCENTAGE	MOE REQUIRE.	COUNTY ALLOCATION	Mid Yr Adjustment	Total
LAKE	0.422	4.0	54,016	2,110	56,126
LAPEER	0.925	7.0	118,400	4,625	123,025
LEELANAU	0.389	7.0	49,792	1,945	51,737
LENAWEE	1.221	24.0	156,288	6,105	162,393
LIVINGSTON	1.032	15.0	132,096	5,160	137,256
LUCE	0.279	0.0	35,712	1,395	37,107
MACKINAC	0.366	5.0	46,848	1,830	48,678
MACOMB	5.173	68.0	662,144	25,865	688,009
MANISTEE	0.569	5.0	72,832	2,845	75,677
MARQUETTE	0.906	11.0	115,968	4,530	120,498
MASON	0.555	10.0	71,040	2,775	73,815
MECOSTA	0.597	2.5	76,416	2,985	79,401
MENOMINEE	0.650	2.0	83,200	3,250	86,450
MIDLAND	0.833	19.0	106,624	4,165	110,789
MISSAUKEE	0.415	1.0	53,120	2,075	55,195
MONROE	1.733	36.0	221,824	8,665	230,489
MONTCALM	0.836	13.0	107,008	4,180	111,188
MONTMORENCY	0.352	6.0	45,056	1,760	46,816
MUSKEGON	1.590	23.0	203,520	7,950	211,470
NEWAYGO	0.774	12.0	99,072	3,870	102,942
OAKLAND	8.459	48.0	1,082,752	42,295	1,125,047
OCEANA	0.562	8.0	71,936	2,810	74,746
OGEMAW	0.461	4.0	59,008	2,305	61,313
ONTONAGON	0.356	6.0	45,568	1,780	47,348
OSCEOLA	0.486	0.0	62,208	2,430	64,638
OSCODA	0.360	4.0	46,080	1,800	47,880
OTSEGO	0.448	9.0	57,344	2,240	59,584
OTTAWA	1.907	23.0	244,096	9,535	253,631
PRESQUE ISLE	0.427	5.0	54,656	2,135	56,791
ROSCOMMON	0.455	11.0	58,240	2,275	60,515
SAGINAW	2.472	25.0	316,416	12,360	328,776
ST. CLAIR	1.629	18.0	208,512	8,145	216,657
ST. JOSEPH	0.801	10.0	102,528	4,005	106,533
SANILAC	0.899	10.0	115,072	4,495	119,567
SCHOOLCRAFT	0.301	0.0	38,528	1,505	40,033
SHIAWASSEE	0.917	15.0	117,376	4,585	121,961
TUSCOLA	0.967	11.0	123,776	4,835	128,611
VANBUREN	0.901	0.0	115,328	4,505	119,833
WASHTENAW	2.196	34.0	281,088	10,980	292,068
WAYNE	14.407	60.0	1,844,096	72,035	1,916,131
WEXFORD	0.555	9.0	71,040	2,775	73,815



PART ONE:

Law Enforcement Coordination, Training and Communications

I. SHERIFF REPORTS

Initial report data is derived from the applications submitted to OHSP by the participating agencies.

COORDINATION OF LAW ENFORCEMENT AGENCIES

Law enforcement coordination methods range from formal written agreements that identify primary responsibility for specific functions and areas of service to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support between participating agencies. Many sheriff offices have mutual aid agreements which usually identify the interagency resources that can be provided in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise that is not normally required by the smaller agencies.

The law requires that each sheriff, the director of the Michigan Department of State Police (MSP), and the division director of the Office of Highway Safety Planning (OHSP) meet and develop a Law Enforcement Plan for the unincorporated areas of each participating county. In 2005, updated law enforcement agreements were requested from all counties in the program. These will be updated at least every four years, after an election year, and more often if changes occur.

Per the initial report in the 2005 application, sixty-nine sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal intelligence data, traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations. Eighty sheriffs reported that they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and other public safety and emergency service providers. The Michigan Sheriffs' Association (MSA) represents the interests of all sheriff offices and coordinates issues of statewide concern after receiving input from the sheriffs.

LAW ENFORCEMENT TRAINING

Based on initial reports, the most important types of training attended by deputies during the past year were:

- >> Legal Update
- >> Fire arms/Weapons
- >> Domestic/Juvenile/Spouse Abuse
- >> Traffic Accident Investigation

Training programs are carried out through in-service programs within departments and by regional law enforcement training academies and consortiums. Information from the counties' Annual Program Reports indicates that seventy-eight agencies provide in-service training sessions to certified road patrol officers. A total of 2,111 sessions were held,

resulting in 40,652 hours of instruction to 4,288 officers.

COMMUNICATION SYSTEMS

Most sheriffs report that basic levels of communications are available for emergency response. All county agencies have access to the Law Enforcement Information Network (LEIN).

II. RECOMMENDATIONS

IMPROVING LAW ENFORCEMENT COORDINATION

Cooperation between county, local, and state agencies appears to be the key toward improvements in this area. These cooperative efforts are reducing duplication and ensuring the maximum use of available resources. Some of the recommendations provided by county agencies include:

- >> Central dispatch radio system improvements
- >> Common working frequency for law enforcement agencies
- >> Centralized record and data system
- >> Regularly scheduled meetings for sharing information and improving attendance at the meetings
- >> Joint training opportunities
- >> Multi-jurisdictional task forces, investigative teams, and law enforcement centers
- >> Emergency Management/Homeland Security, awareness preparedness

IMPROVING LAW ENFORCEMENT TRAINING

Based on input from participating agencies, additional training is needed in the areas of:

- >> Report writing
- >> Looking beyond the stop
- >> Pursuit driving
- >> Management/supervision

IMPROVING LAW ENFORCEMENT COMMUNICATIONS

Most counties indicate a need for continued development of communications systems statewide. Improvements needed include:

- >> Equipment - Some agencies have continued deficiencies in communications equipment that impact local emergency operations.

Officers in fifteen counties are not always able to communicate with their radio dispatcher from their patrol vehicle. Others report that officers are not equipped with portable radios when away from the patrol car. Of those counties without ability to communicate in some areas, it was reported that the average county area in which officers do not have reliable communication with dispatch is slightly more than 10.2 percent. This results in an environment that is hazardous for the officer and citizens as well. In some cases, much of the communications equipment originally purchased for the existing dispatch facilities and field units is outdated, in



need of continual repair, or completely inoperable. Agencies cite a need for additional funding to purchase hand-held radios, high band radio systems, in-car computers, and other updated communications equipment.

>> Mutual Frequencies - As staff shortages become more of a reality, agencies are required to depend upon neighboring departments for assistance. This means a greater need for officers to be equipped with radios operating on mutual

frequencies. This is particularly important during incidents such as major traffic crashes, hostage incidents, barricaded suspects, etc., where communication between different agencies is critical.

>> Legislation - There has been a continued need for improved legislative initiatives for funding of the Emergency 9-1-1 System and central dispatch systems.





PART TWO:

Impact and Cost Effectiveness Study

I. EVALUATION BACKGROUND INFORMATION

NUMBER OF COUNTIES INCLUDED IN EVALUATION

Maintenance of Effort (MOE) and crash data include all 83 counties. FY06 activity data includes 82 of Michigan's 83 counties (Iosco County did not qualify and Otsego County only qualified for three quarters of the FY06 SRP program funding).

DEFINITIONS OF VARIABLES USED IN THIS REPORT:

- >> **Accident Investigation** - Response to reported accidents, initial investigation, and evidence collection.
- >> **Accident** (or Crash) - A motor vehicle crash that has been reported to the Michigan State Police by state, county, or local law enforcement. With few exceptions, OHSP prefers the term "crash" because it does not infer or assign responsibility for the act. The exception is when one discusses acts of intent. For example, if a fugitive intentionally crashes his/her car into a patrol car in an effort to elude police, the crash is deemed "intentional," and is not reported to the State as a traffic "crash."
- >> **Alcohol-Related Crashes** - Traffic crashes where one or more of the drivers involved had been drinking (HBD).
- >> **Arrests** - Criminal arrests, either felony or misdemeanor, including appearance tickets.
- >> **Citations** - All violations of either a state law or local ordinance, both moving and non-moving violations.
- >> **Crime** - Felony and misdemeanor crimes that have been reported to the Michigan State Police Uniform Crime Reporting System by state, county, and local agencies as substantiated crimes.
- >> **Criminal Complaint Responses** - The response to any situation where a citizen reports that a crime (felony or misdemeanor) was committed or is in progress.
- >> **Law Enforcement Assistance** - Assisting a law enforcement officer of a different department (state or local) or of the same department. This includes Department of Natural Resources officers, Liquor Control Commission personnel, etc.
- >> **Motorist Assist** - Assisting citizens who need help. This is primarily where an automobile becomes inoperative and the citizen is stranded.

EVALUATION GOALS

- >> To determine whether the counties are continuing to maintain their county-funded road patrol at a level comparable to or greater than the base line period of October 1, 1978.
- >> To determine the activity level of SRP Program deputies.

II. PERSONNEL AND ACTIVITIES ANALYSIS

Activity data is derived from semi-annual and annual program reports submitted to OHSP by participating agencies. This activity is compiled on a fiscal year basis (October 1, 2005, through September 30, 2006).

SERVICES PROVIDED

When the SRP program began in FY79 many counties used a portion of the funds for vehicle inspection and traffic safety education programs. The vehicle inspection program consists primarily of stopping vehicles where it is apparent that certain safety equipment is in need of repair and issuing a repair and report citation. In most situations, the citation is voided when the owner can substantiate that the necessary repairs have been made. While the number of vehicle inspections have declined, traffic safety education programs continue. The main focus of the SRP program, however, continues to be traffic enforcement.

FUNDING

In FY92, the program began a transition from 100 percent General Fund support to partial General Fund monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated that five dollars (\$5) be assessed on most moving violations to be deposited into a Secondary Road Patrol and Training Fund. The funding is used for SRP and Accident Prevention grants and training through the Michigan Commission on Law Enforcement Standards (MCOLES). In 2001, this surcharge was increased to \$10, and the General Fund portion was decreased for FY02. The General Fund appropriation was eliminated in 2003.

OHSP intends to distribute all available funds to the counties for enforcement of P.A. 416, while maintaining the fiscal integrity of the program. Each July OHSP estimates the funding amount for the next fiscal year, applies a distribution formula, and notifies each county of its allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and includes any projected carryforward from the current year.

Because state law does not permit program expenditures to exceed financial support, OHSP reduces the annual estimate by a modest amount held in reserve. Unused reserves, along with any other unused restricted monies, carry into the next fiscal year. If the revenue collection or the carryforward funds significantly exceed projections, a mid-year adjustment may be made to grant the excess to the counties in the current fiscal year.

If a county does not qualify under P.A. 416 and does not receive funds, the funds will remain available through the fiscal year in case the county comes into compliance. Unused monies from all counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

In FY06, an initial allocation of \$12,800,000 was made to the counties. Because of an increase in revenues in 2006 and a larger-than-anticipated carryforward from 2005, an additional \$500,000 was granted to the counties mid-year, bringing the total to \$13,300,000.

SRP APPROPRIATIONS HISTORY

	FISCAL YEAR	GENERAL FUND APPROPRIATION	SEC RD PATROL APPROPRIATION	TOTAL APPROPRIATION
COMBINED	1979	\$8,700,000.00	\$0.00	\$8,700,000.00
COMBINED	1980	\$8,700,000.00	\$0.00	\$8,700,000.00
COMBINED	1981	\$6,400,000.00	\$0.00	\$6,400,000.00
COMBINED	1982	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1983	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1984	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1985	\$6,700,000.00	\$0.00	\$6,700,000.00
COMBINED	1986	\$7,100,000.00	\$0.00	\$7,100,000.00
COMBINED	1987	\$7,300,000.00	\$0.00	\$7,300,000.00
COMBINED	1988	\$7,480,000.00	\$0.00	\$7,480,000.00
COMBINED	1989	\$7,423,900.00	\$0.00	\$7,423,900.00
COMBINED	1990	\$7,239,500.00	\$0.00	\$7,239,500.00
(See Note Below)				
PROGRAM	1991	\$7,165,500.00	\$0.00	\$7,165,500.00
ADMINISTRATION	1991	\$74,000.00	\$0.00	\$74,000.00
		\$7,239,500.00	\$0.00	\$7,239,500.00
PROGRAM	1992	\$2,968,900.00	\$3,744,500.00	\$6,713,400.00
ADMINISTRATION	1992	\$72,600.00	\$0.00	\$72,600.00
		\$3,041,500.00	\$3,744,500.00	\$6,786,000.00
PROGRAM	1993	\$1,468,900.00	\$5,244,500.00	\$6,713,400.00
ADMINISTRATION	1993	\$75,100.00	\$0.00	\$75,100.00
		\$1,544,000.00	\$5,244,500.00	\$6,788,500.00
PROGRAM	1994	\$1,468,900.00	\$5,244,500.00	\$6,713,400.00
ADMINISTRATION	1994	\$75,700.00	\$0.00	\$75,700.00
		\$1,544,600.00	\$5,244,500.00	\$6,789,100.00
PROGRAM	1995	\$2,468,900.00	\$4,644,500.00	\$7,113,400.00
ADMINISTRATION	1995	\$77,500.00	\$0.00	\$77,500.00
		\$2,546,400.00	\$4,644,500.00	\$7,190,900.00
PROGRAM	1996	\$2,968,900.00	\$5,044,100.00	\$8,013,000.00
FY95 Carry-Forward	1996	\$0.00	\$900,000.00	\$900,000.00
ADMINISTRATION	1996	\$79,300.00	\$0.00	\$79,300.00
		\$3,048,200.00	\$5,944,100.00	\$8,992,300.00
PROGRAM	1997	\$2,970,600.00	\$5,535,200.00	\$8,505,800.00
FY96 Carry-Forward	1997	\$0.00	\$800,000.00	\$800,000.00
ADMINISTRATION	1997	\$77,600.00	\$0.00	\$77,600.00
		\$3,048,200.00	\$6,335,200.00	\$9,383,400.00
PROGRAM	1998	\$3,059,700.00	\$5,701,300.00	\$8,761,000.00
ADMINISTRATION	1998	\$78,100.00	\$0.00	\$78,100.00
		\$3,137,800.00	\$5,701,300.00	\$8,839,100.00
PROGRAM	1999	\$4,452,100.00	\$6,069,000.00	\$10,521,100.00
ADMINISTRATION	1999	\$80,500.00	\$0.00	\$80,500.00
		\$4,532,600.00	\$6,069,000.00	\$10,601,600.00
PROGRAM	2000	\$5,702,100.00	\$6,152,300.00	\$11,854,400.00
ADMINISTRATION	2000	\$83,300.00	\$0.00	\$83,300.00
		\$5,785,400.00	\$6,152,300.00	\$11,937,700.00
PROGRAM	2001	\$6,240,900.00	\$6,152,300.00	\$12,393,200.00
ADMINISTRATION	2001	\$86,200.00	\$0.00	\$86,200.00
		\$6,327,100.00	\$6,152,300.00	\$12,479,400.00
PROGRAM	2002	\$1,480,000.00	\$10,902,300.00	\$12,382,300.00
ADMINISTRATION	2002	\$123,800.00	\$0.00	\$123,800.00
		\$1,603,800.00	\$10,902,300.00	\$12,506,100.00
COMBINED	2003	\$0.00	\$12,506,600.00	\$12,506,600.00
COMBINED	2004	\$0.00	\$14,006,600.00	\$14,006,600.00
COMBINED	2005	\$0.00	\$14,012,100.00	\$14,012,100.00
COMBINED	2006	\$0.00	\$14,020,100.00	\$14,020,100.00

NOTE: Prior to 1991, Program and Administration appropriation was combined. The department administering the SRP program was allowed to spend up to 1% of the general fund appropriation. Beginning in FY91, Program and Administration became line item appropriations. In 2003, they were once again combined into one appropriation line, with up to 1% for administration.



OHSP seeks to distribute to the counties all available funds for enforcement of P.A. 416 while still maintaining the program's fiscal integrity. To accomplish this, each July OHSP estimates the amount of funding for the fiscal year beginning October 1, applies a distribution formula as prescribed by law, and notifies each county of its annual allocation. The estimate is based on:

- >> Actual surcharge revenues for the first nine months of the current fiscal year
- >> Plus an estimation of surcharge revenues for the last three months of the current fiscal year
- >> Plus any projected carryover funds from the current fiscal year
- >> Minus a reserve for fiscal integrity

Revenues generated by the surcharge program, including carryover funds from 2005, account for 100 percent of funding allocated to counties in 2006. However, it is impossible to predict with certainty the amount of revenue that will be generated by the surcharge program. State law does not permit program expenditures to exceed financial support and actual receipts have been known to fall short of the estimate. To guard against the possibility of violating state law, OHSP reduces the annual estimate by a modest amount held in reserve. If the July estimation of revenues holds true for the entire fiscal year, OHSP carries this reserve, along with any other unused restricted monies, into the next fiscal year. Carryover monies are then included in the next fiscal year's total budget. Funds which are not allocated to a county because it did not qualify under the provisions of P.A. 416 remain available to that county throughout the fiscal year, in case they come into compliance. Unused monies from qualifying and non-qualifying counties are added to the next fiscal year's budget. Unused monies do not accumulate for a county beyond a fiscal year.

PERSONNEL

The largest expenditure of SRP funds is for personnel. The expenditures include salaries and fringe benefits.

Number of Road Patrol Deputies in FY06	2,609.00
SRP Funded	175.50
County Funded.....	2,433.50

The table on page 9 shows the number of SRP deputies employed by the program each fiscal year as compared to County-Funded Road Patrol (CFRP) deputies.

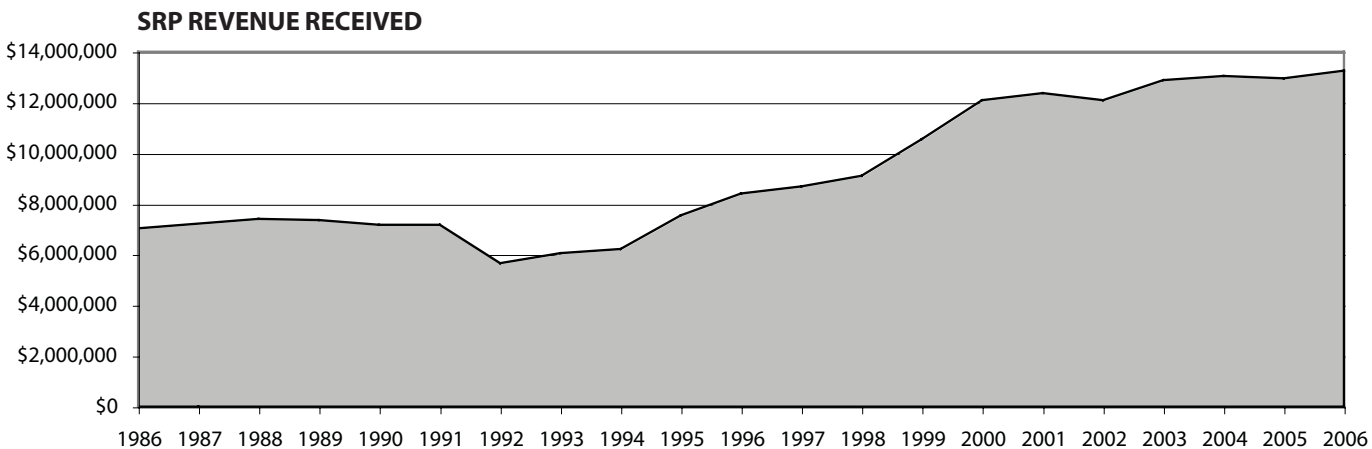
Beginning in 2006, county funded includes officers funded with county funds, local government contracts, grants, or any other non-SRP funding sources.

ACTIVITY

SRP deputies may patrol county primary roads and county local roads, monitor for traffic law violations, and investigate accidents. A deputy observing a criminal law violation while patrolling may make an arrest. They also may take a criminal complaint which occurred in their patrol area if it is observed or brought to the officer's attention while patrolling secondary roads. In addition, deputies aid stranded motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 24 is based on program reports submitted by each participating agency for FY06.

Average traffic citations per SRP deputy decreased 1.7% percent in 2006 from the 2005 level, while the average per county/funded deputy decreased by 5.5%. Average OUIL arrests per SRP deputy increased 2.5% in 2006 compared to 2005. The average level of traffic enforcement activity, a primary focus for SRP, continued to surpass that of CFRP officers.





HISTORICAL COMPARISON OF NUMBER OF SRP DEPUTIES AND COUNTY-FUNDED ROAD PATROL DEPUTIES

FISCAL YEAR	PROGRAM YEAR	SRP ROAD PATROL DEPUTIES	COUNTY-FUNDED DEPUTIES
1979	1st	287.0	1,123.0
1980	2nd	291.3	N/A
1981	3rd	215.4	N/A
1982	4th	194.2	1,296.0
1983	5th	188.7	1,301.1
1984	6th	176.7	1,310.2
1985	7th	174.7	1,294.0
1986	8th	171.1	1,281.3
1987	9th	170.1	1,301.9
1988	10th	167.0	1,316.5
1989	11th	173.7	1,304.5
1990	12th	173.4	1,286.4
1991	13th	159.5	1,302.5
1992	14th	155.5	1,363.2
1993	15th	150.5	1,328.1
1994	16th	150.0	1,287.0
1995	17th	150.1	1,301.3
1996	18th	162.5	1,335.2
1997	19th	164.7	1,328.0
1998	20th	167.6	1,386.7
1999	21st	175.0	1,417.4
2000	22nd	191.0	1,476.7
2001	23rd	192.0	1,434.3
2002	24th	192.7	1,521.1
2003	25th	183.0	1,544.5
2004	26th	181.8	1,583.8
2005	27th	178.4	1,620.7
2006	28th	175.5	2,433.5

In the 2006 Annual Report, county funded includes officers funded with county funds, local government contracts, grants, or any other non-SRP funding sources. The numbers have been adjusted back to 1992. Data was not available to make adjustments for years prior to 1992.

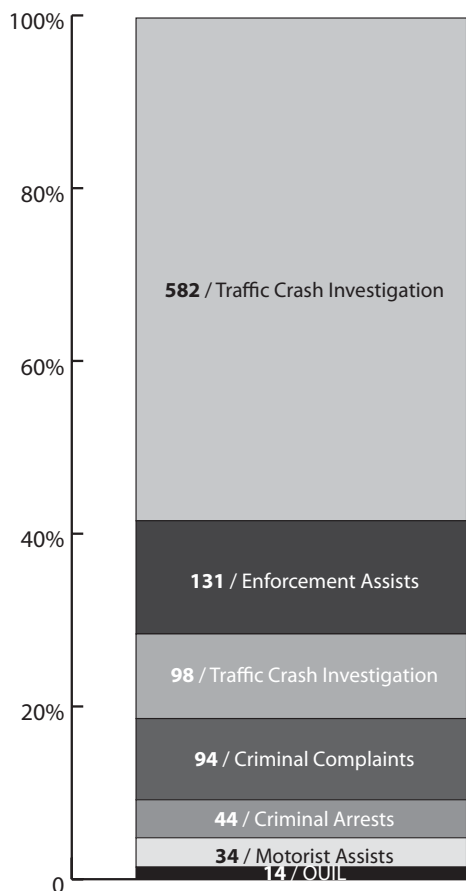
LAW ENFORCEMENT TRAINING OPPORTUNITIES IN 2006

OHSP offered training in the following areas:

- >> **Traffic Enforcement Association of Michigan (TEAM) Conference** – At this statewide event October 25-26, 2005, in Lansing, traffic enforcement specialists provided training on fraudulent identification detection, hidden compartments, new technology, crash investigation, changes in Michigan's traffic laws, terrorism, and complete traffic stops. A total of 110 SRP deputies took part in the training.
- >> **Standardized Field Sobriety Testing (SFST)** - SFST is a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and established probable cause for arrest. Thirty-three practitioner trainings were conducted, providing training to 547 local and county officers and MSP personnel.
- >> **Youth Alcohol Enforcement Programs** - Youth alcohol enforcement programs seek to eliminate underage consump-

tion of alcohol, eliminate adults furnishing alcohol to minors, reduce the number of alcohol-related traffic crashes, and promote community awareness of problems associated with underage drinking. These programs emphasize education, prevention, enforcement, and adjudication to discourage minors from consuming and attempting to consume alcohol. Law enforcement agencies in 36 Michigan counties receive training and funding for overtime enforcement of underage drinking laws.

FY06 AVERAGE ACTIVITIES PER SRP DEPUTY



MONITORING

OHSP's administrative responsibilities include monitoring the SRP program. Counties are selected each year for monitoring based on length of time since previous monitoring and results of previous monitoring. In addition, a few are randomly chosen for review. In FY06, OHSP monitored twenty counties.

The monitoring clearly show that the intent of most counties is to operate a program that fully satisfies the requirements of P.A. 416. Monitoring are performed with the idea of working with the county to improve the SRP program, not to be punitive. Through monitoring and training, OHSP is reaching the three segments that directly affect the program: the sheriff, the SRP deputies, and the county's administrative staff.



The monitoring procedure usually consists of a one-day on-site visit to the county. An OHSP representative meets with county personnel who oversee the SRP program and financial functions. In most cases, the OHSP representative also has an opportunity to meet with the sheriff. The OHSP representative reviews the previous year's officer "dailies" for all SRP deputies, reconciles expenditures reported during the program year, reviews the county's accounting procedures, and reviews the duty roster or schedule for maintenance of effort (MOE) compliance. The monitoring conducted by OHSP have shown that the majority of participating counties satisfy the requirements of P.A. 416 and that SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

As a result of this monitoring, some counties are asked by OHSP to make certain changes in the way they conduct or administer their SRP program. These requests involve program and financial changes (OHSP later verifies that adjustments were made by the county).

III. TRAFFIC CRASHES

At the time of this report, crash data was accurate through December 31, 2005.

- >> General Crash Trends - There were 1,129 persons killed and 90,510 persons injured in 350,838 reported motor vehicle traffic crashes in Michigan during 2005. Compared with the 2004 experience, deaths decreased 2.6 percent, persons injured decreased 9.2 percent, and total reported crashes decreased 5.9 percent. The 350,838 reported crashes in 2005 represent an economic loss in Michigan of \$9,079,563,900. If cost were spread across the state population this would translate into a loss of \$899 per state resident.
- >> Alcohol/Drug Related Crashes - Of all fatal crashes, 35 percent involved at least one drinking or drugged operator, bicyclist, or pedestrian. 25.2 percent involved drinking but no drugs, 4.3 percent involved drugs but no drinking, and 5.5 percent involved both drinking and drugs.

IV. COST EFFECTIVENESS

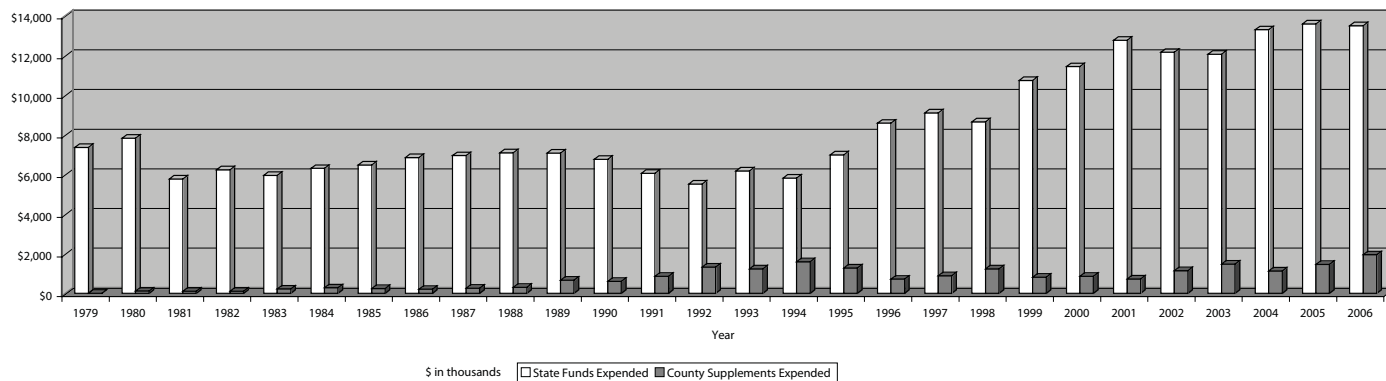
An Office of Criminal Justice report in April 1982 suggested that SRP deputies were more cost effective for patrolling and monitoring traffic than were County-Funded Road Patrol (CFRP) deputies. It was found that the average SRP deputy cost 13 percent less than a CFRP deputy, while at the same time, productivity of an SRP deputy exceeded that of a CFRP deputy. However, since the duties of SRP deputies differ from those of regular CFRP deputies, it is impossible to make completely accurate cost comparisons between the two. Officers dedicated solely to monitoring traffic understandably produce more traffic-related activity than those who have more diverse responsibilities. In many counties, traffic duty is assigned to deputies with the least seniority and, therefore, the lowest salaries. Accordingly, one might expect SRP deputies to routinely earn less than do CFRP deputies, and generate more traffic-related activity than do CFRP deputies.

Information submitted by the counties is not independently verified, and funds appropriated to OHSP for administration are insufficient to conduct a scientific study. There are too many variables to consider and not enough consistency and uniformity in the data provided to OHSP to assure validity of such a study.

Counties budget the program during August and September and provide the best estimate of how SRP funds will be utilized. Each county budgets according to its needs. Some counties budget only salaries and wages, while others budget all program expenses. Some counties supplement the program, while others choose only to utilize the state funds that are available (P.A. 416 requires that services need only be provided up to the amount of state funding available).

Total reported program expenditures of \$14,734,898* (SRP monies plus reported contributions of county funds) supported the full-time equivalent of 175.5 SRP deputies and related expenses (personnel costs, equipment, vehicle

TOTAL EXPENDITURES
(State Funds & County Supplements)





maintenance, uniform allowance, travel, etc.) in FY06, equating to a total cost per SRP deputy of \$83,960. The breakdown between budget categories can fluctuate greatly from year to year and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP personnel costs one year, while choosing to purchase more equipment (a new vehicle, speed measuring devices, breath testing equipment, etc.) the next.

The amount of county supplement, which is included in the total reported program expenditures, can fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses and absorb the rest of the cost of the program in the county budget without reporting it. Others report larger amounts and rely on the county supplement to cover non-allowable costs. (OHSP discourages this practice as it overstates the true amount being spent to support SRP patrol activities.) Because of this, the county supplement should be used only as a general indicator of the degree of additional support that is provided by the counties for the SRP program, and should not be used for year-to-year comparisons.

V. SYNOPSIS OF ACTIVITIES

Average Activity Levels Per SRP Deputy for FY06

(Based on 175.5 SRP Deputies)

OUIL arrests per deputy	14
Criminal arrests per deputy	44
Motorist assists per deputy.....	34
Traffic crash investigations per deputy.....	98
Enforcement assists per deputy.....	131
Criminal complaints per deputy	94
Traffic citations per deputy.....	582

Cumulative SRP Figures for All Participating Counties in FY06

Miles of patrol	4,265,489
Traffic stops.....	132,525
Verbal warnings	58,878
Traffic citations	102,091
Traffic crash investigations.....	17,232
OUI arrest – alcohol	2,378
OUI arrest – controlled substances	284
Criminal reports	16,460
Criminal arrests.....	7,792
Motorist assists.....	5,958
Law enforcement assists to their own agency.....	16,392
Assists to other state and local agencies.....	6,610
Citations in county and/or state parks.....	1,889
Arrests in county and/or state parks.....	169
Vehicles inspected	3,433
Hours of community instruction offered.....	13,310
Community safety training sessions	5,272
Citizens instructed	159,428

CONCLUSION

The Secondary Road Patrol and Traffic Accident Prevention Program has been in operation since FY79. This annual report documents activity and evaluates the effectiveness of the program. While it is possible to make comparisons of activity between individual program years, no “base line” data exists for activity prior to October 1, 1978. It is impossible, therefore, to determine what additional activity took place in FY06 that did not take place prior to October 1, 1978.

The Michigan Traffic Crash Facts separates road types into categories to allow a comparison of the number of crashes and the vehicle miles traveled on county and local roads to the experience on state roads. The 2005 death rate remained constant at 1.09 deaths per 100 million miles of travel, below the ten-year average of 1.3 (1996-2005). OHSP believes the SRP program has played a significant role in Michigan’s traffic safety picture and that having a visible law enforcement presence on secondary roads has had a positive impact on driver behavior.

PUBLIC ACT 416 OF 1978

Executive Order #1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning. References to "Office of Criminal Justice" may, therefore, be replaced with "Office of Highway Safety Planning."

SEC. 51.76

- (1) As used in this section, "county primary roads", "county local roads", and "state trunk line highways" mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.
- (2) Each sheriff's department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for providing the following services on county primary roads and county local roads within that county, except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county:
 - (a) Patrolling and monitoring traffic violations.
 - (b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring required by this subsection.
 - (c) Investigating accidents involving motor vehicles.
 - (d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.
- (3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or vil-

lage is located. A resolution of the city or village which is neither approved nor disapproved by the county board of commissioners within 30 days after the resolution is received by the county board of commissioners shall be considered approved by the county board of commissioners. A resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

- (4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

SEC. 51.77

- (1) Before a county may obtain its grant from the amount annually appropriated for secondary road patrol and traffic accident prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the office of criminal justice. A county applying for a grant for secondary road patrol and traffic accident prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county which information shall be submitted on forms provided by the office of criminal justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for secondary road patrol and traffic accident prevention shall submit a report to the office of criminal justice on a form provided by the office of criminal justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (2) A grant received by a county for secondary road patrol and traffic accident prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the



following matters:

- (a) Employing additional personnel to provide the services described in section 76(2) and (3).
 - (b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.
 - (c) Enforcing laws in state parks and county parks within the county.
 - (d) Providing selective motor vehicle inspection programs.
 - (e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.
- (3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.
- (4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for secondary road patrol and traffic accident prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977. County primary roads and county local roads within the boundaries of a city or village shall not be used in determining the percentage under this section unless the sheriff's department of the county is providing the services described in section 76(2) and (3) within the city or village pursuant to an agreement between the county and the city or village adopted after October 1, 1978. The agreement shall not be reimbursable under the formula described in this subsection unless the city or village is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (5) From the amount annually appropriated for secondary road patrol and traffic accident prevention, the office of criminal justice may be allocated up to 1% for administrative, planning, and reporting purposes.
- (6) The annual report required under subsection (1) shall include the following:
- (a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.
 - (b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.
 - (c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.
 - (d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.
 - (e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.
 - (f) The total number of sworn officers in the sheriff's department.
 - (g) The number of sworn officers in the sheriff's department assigned to road safety programs.
 - (h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.
 - (i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.
 - (j) The law enforcement plan developed under subsection (7).
 - (k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.
 - (l) Other information required by the department of management and budget.
- (7) The sheriff of each county, the director of the department of state police, and the director of the office of criminal justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.
- (8) Before May 1 of each year, the office of criminal justice shall submit a report to the legislature. The report shall contain the following:
- (a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).
 - (b) The recommendations of the office of criminal justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.
 - (c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.
- (9) From the 1% allocated to the office of criminal justice for administration, planning, and reporting, the office of criminal justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan sheriffs' association, the Michigan association of chiefs of police, and the department of state police. Annual reports on results of the study shall be submitted to the senate and house appropriations committees by April 1 of each year.

ECSD



Tables, Charts, and Graphs



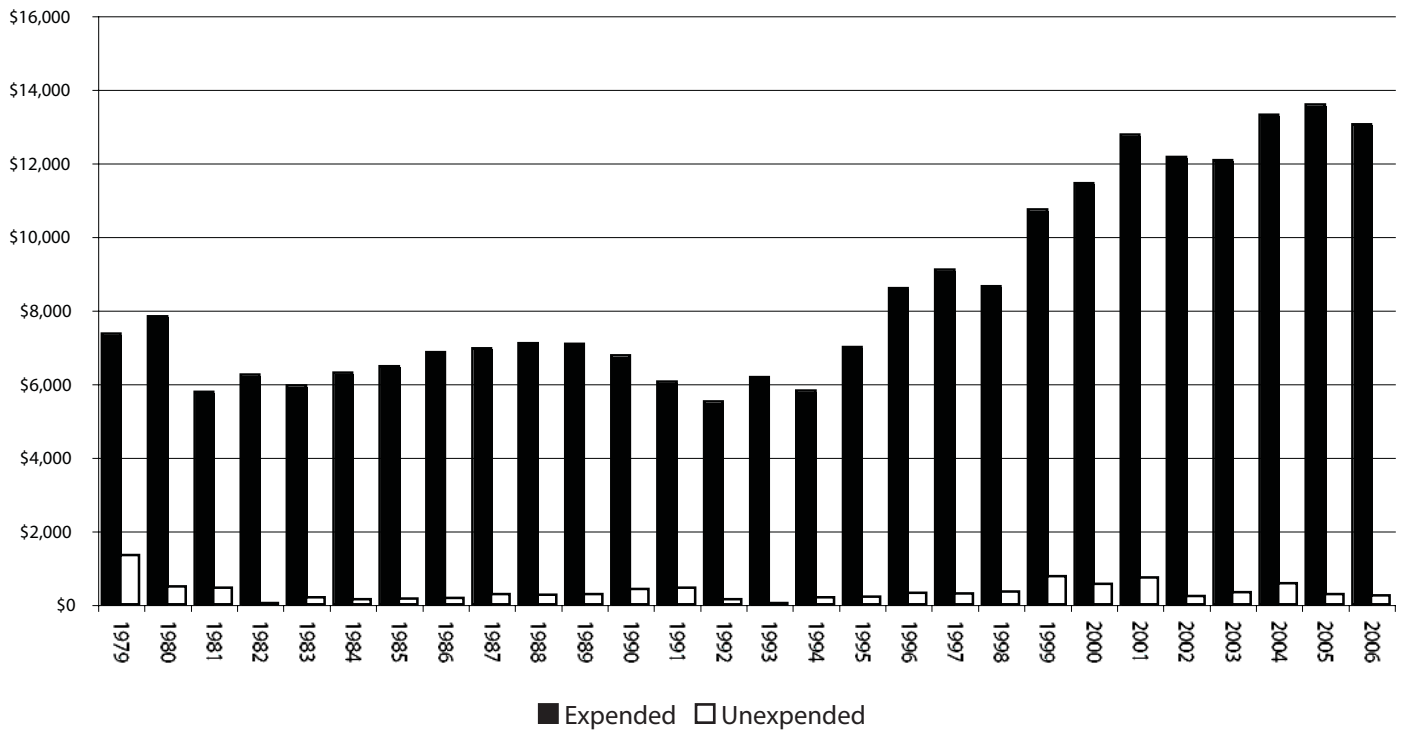
HISTORY OF SRP PROGRAM STATE FUNDS EXPENDED

FISCAL YEAR	STATE FUNDS AVAILABLE TO COUNTIES	STATE FUNDS EXPENDED BY COUNTIES
1979	\$8,700,000	\$7,363,066
1980	\$8,400,000	\$7,821,779
1981	\$6,293,700	\$5,771,668
1982	\$6,275,000	\$6,236,537
1983	\$6,200,000	\$5,948,375
1984	\$6,500,000	\$6,302,485
1985	\$6,700,000	\$6,476,408
1986	\$7,100,000	\$6,847,170
1987	\$7,300,000	\$6,948,671
1988	\$7,424,000	\$7,087,056
1989	\$7,423,900	\$7,070,364
1990	\$7,239,500	\$6,757,680
1991	\$6,507,800	\$6,058,307
1992	\$5,664,999	\$5,519,269
1993	\$6,204,340	\$6,173,778
1994	\$6,000,000	\$5,815,355
1995	\$7,200,000	\$6,984,916
1996	\$8,900,000	\$8,583,919
1997	\$9,400,000	\$9,101,059
1998	\$9,000,000	\$8,649,438
1999	\$11,500,000	\$10,739,979
2000	\$12,000,000	\$11,435,192
2001	\$13,500,000	\$12,766,294
2002	\$12,385,600	\$12,156,256
2003	\$12,385,600	\$12,063,463
2004	\$13,866,731	\$13,298,815
2005	\$13,872,000	\$13,586,872
2006	\$13,290,000	\$13,501,369

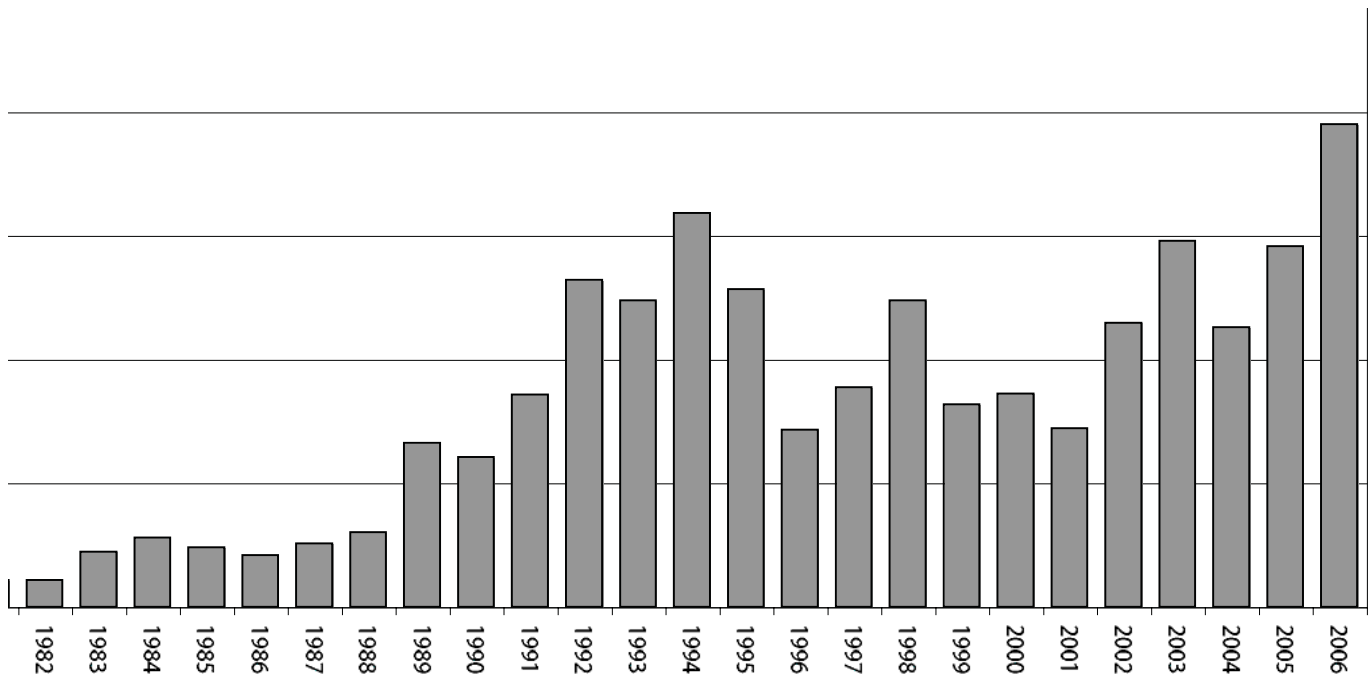
These numbers do not include county contributions
expended for the SRP program.



SRP PROGRAM STATE FUNDS EXPENDED & UNEXPENDED (in thousands)



SRP PROGRAM - COUNTY CONTRIBUTIONS ONLY (in thousands)



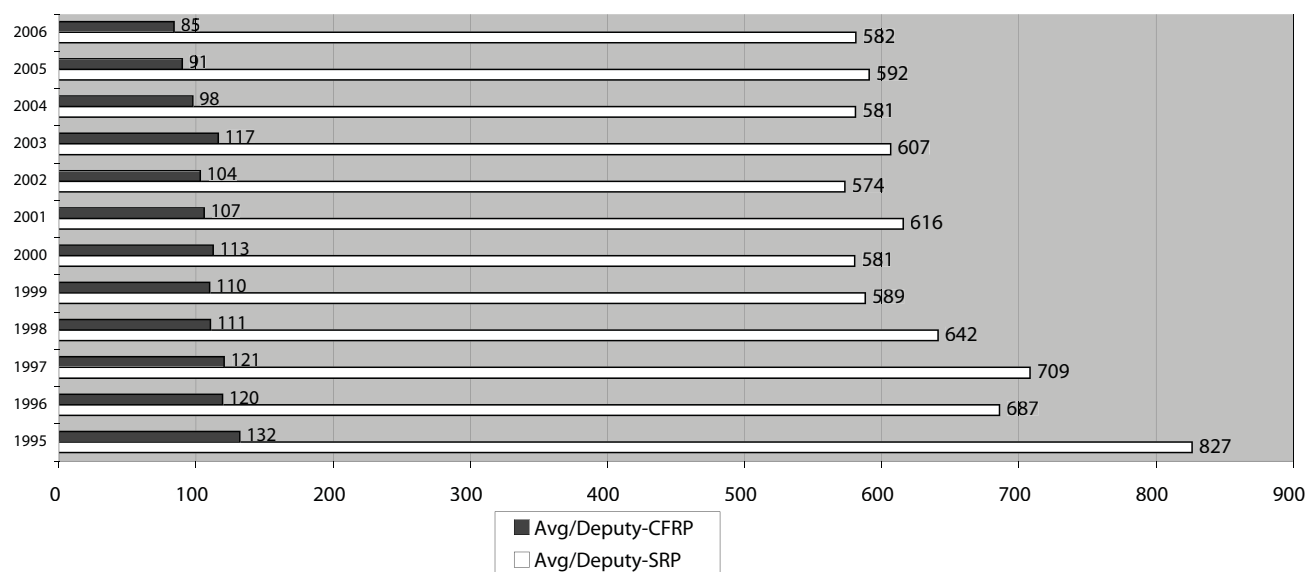


NUMBER OF SRP DEPUTIES
(Full-time Equivalent)

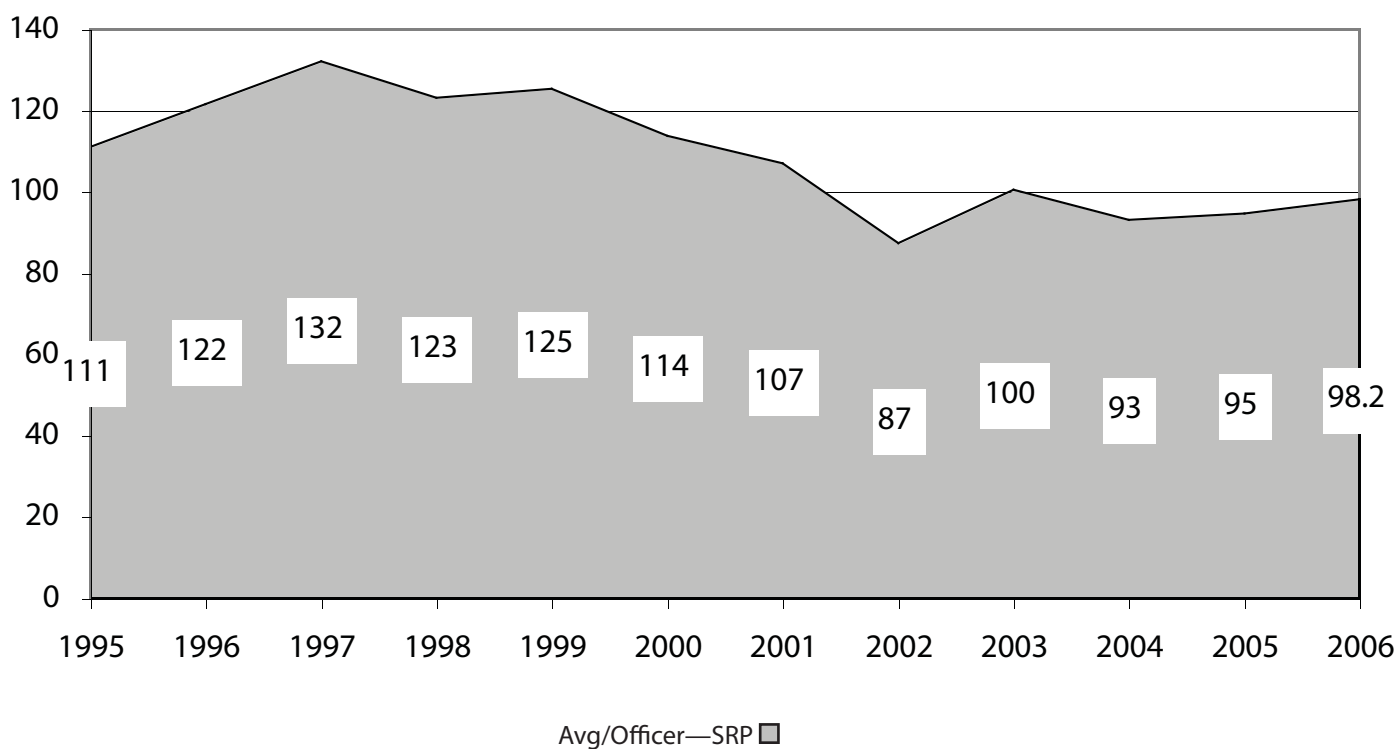




AVERAGE TRAFFIC CITATIONS PER DEPUTY - SRP AND CFRP

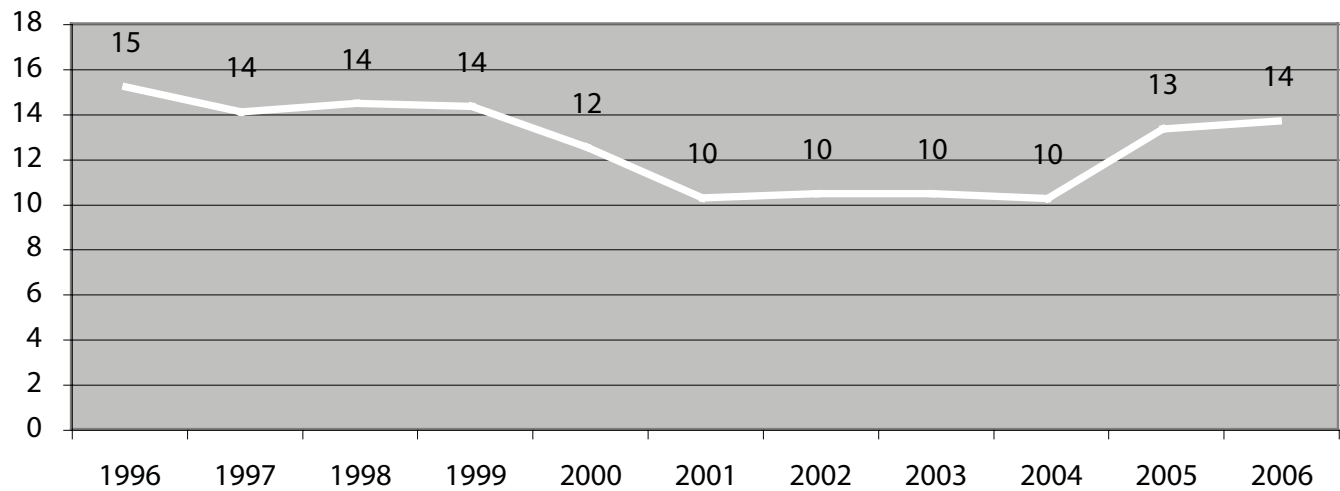


AVERAGE TRAFFIC CRASH INVESTIGATIONS PER SRP DEPUTY

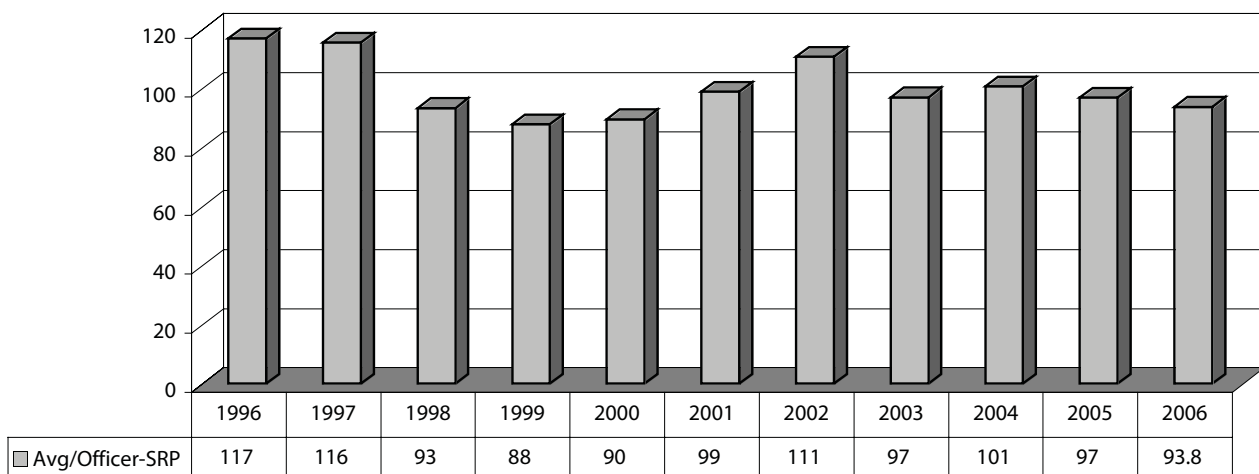




AVERAGE OUIL ARRESTS PER SRP DEPUTY

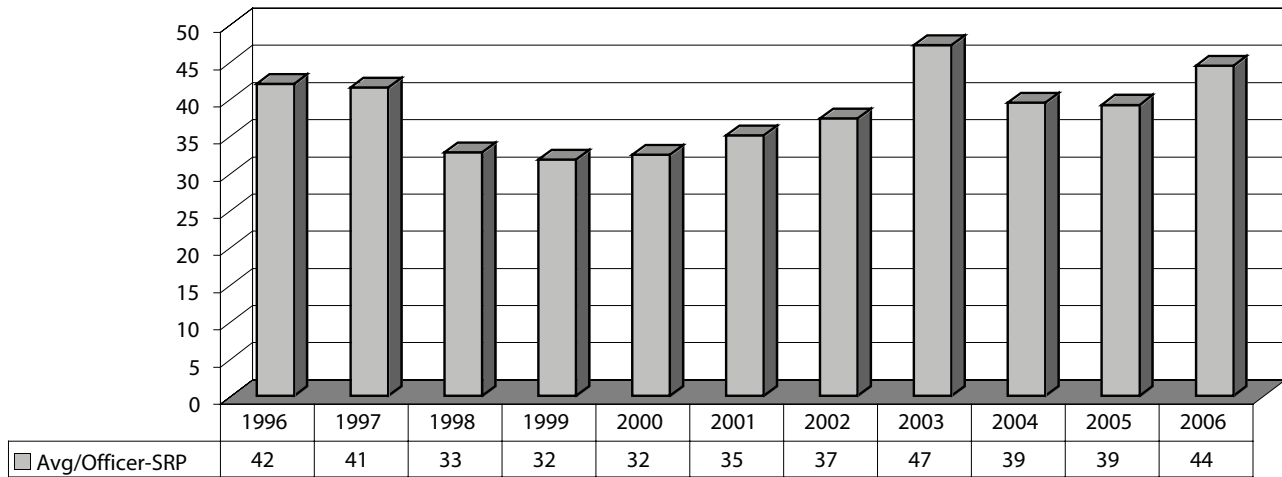


AVERAGE CRIMINAL REPORTS PER SRP DEPUTY

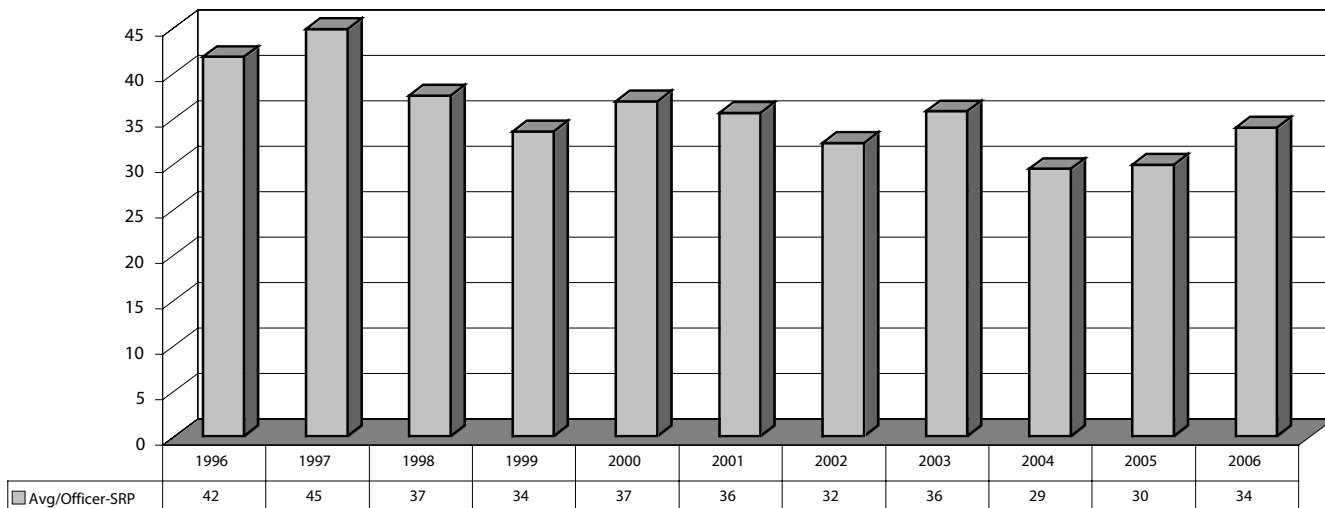




AVERAGE CRIMINAL ARRESTS PER SRP DEPUTY

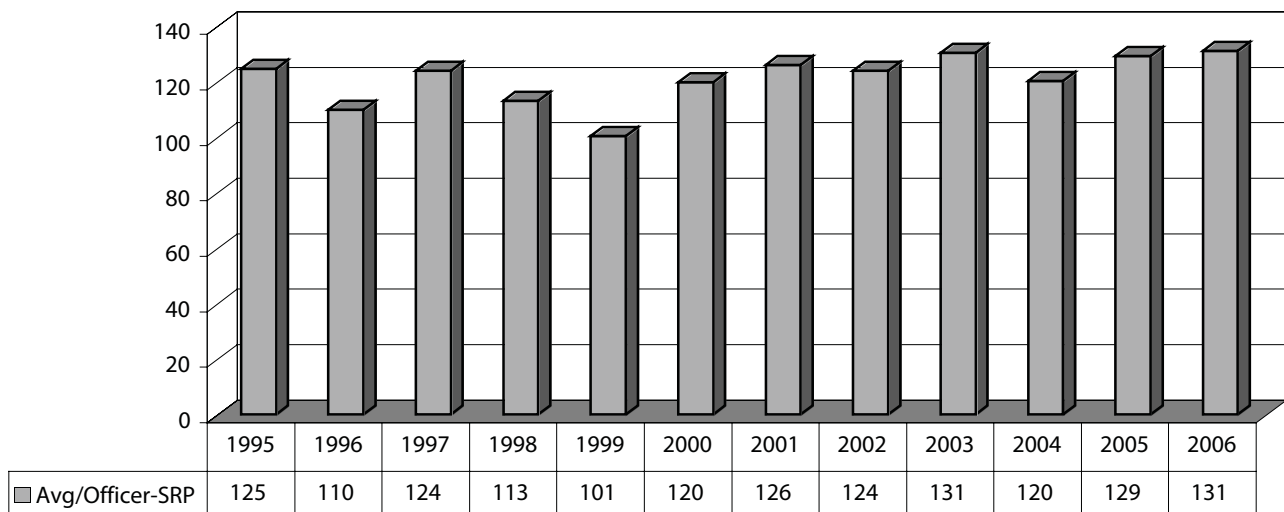


AVERAGE MOTORIST ASSISTS PER SRP DEPUTY





AVERAGE ENFORCEMENT ASSISTS PER SRP DEPUTY





2004-2005 MICHIGAN TRAFFIC CRASH SUMMARY TRENDS

	2004	2005	% CHANGE
NUMBER OF CRASHES			
Fatal Crashes	1,055	1,030	-2.4
Personal Injury Crashes	73,118	66,729	-8.7
Property Damage Crashes	298,855	283,079	-5.3
Total	373,028	350,838	-5.9
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	338	317	-6.2
Personal Injury Crashes	5,777	5,335	-7.7
Property Damage Crashes	8,432	7,886	-6.5
Total	14,547	13,538	-6.9
ALCOHOL-INVOLVED FATAL CRASHES			
Had Been Drinking (HBD)	338 (32.0%)	317 (30.8%)	-6.2
Had Not (HNBD)/Not Known if Drinking	717(68.0%)	713 (69.2%)	-0.6
PERSONS IN CRASHES			
Killed	1,159	1,129	-2.6
Injured	99,680	90,510	-9.2
Not Injured	554,547	515,806	-7.0
Unknown Injury	90,088	89,771	-0.4
Total	745,474	697,216	-6.5
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	364	360	-1.1
Injured	8,096	7,421	-8.3
Not Injured	16,375	14,910	-8.9
Unknown Injury	3,024	3,028	0.1
Total	27,859	25,719	-7.7
PERSONS INJURED BY GENDER			
Male	45,329	41,242	-9.0
Female	52,777	47,857	-9.3
Unknown Gender	1,574	1,411	-10.4
Total	99,680	90,510	-9.2
PERSONS INJURED BY SEVERITY			
"A" Injury	9,270	8,486	-8.5
"B" Injury	22,456	20,891	-7.0
"C" Injury	67,954	61,133	-10.0
Total	99,680	90,510	-9.2

Michigan experienced a 2.6 percent decrease in traffic fatalities, as well as a 9.2 percent decrease in injuries and a 5.9 percent decrease in crashes.

Deaths among vehicle occupants (drivers and passengers) decreased 7.3 percent.

Persons sustaining "A" level injuries (the most serious) decreased 8.5 percent.

Note: The 2000 through 2005 information provided for alcohol contains data for alcohol-related crashes only.



2006
Secondary Road Patrol
Summary from
Semi-Annual Reports

2006 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Funded Total Miles by SRP Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
ALCONA	2	13	0	0	63,844	201,544	265,388	1,069	1,367	2,436
ALGER	1	0	0	0	5,557	0	5,557	19	0	19
ALLEGAN	3	34	9	0	71,047	880,633	951,680	4,201	16,248	20,449
ALPENA	1	10	0	1	22,000	113,700	135,700	911	1,395	2,306
ANTRIM	2	13	0	0	43,037	268,872	311,909	745	2,953	3,698
ARENAC	1	7.75	1	1	25,969	138,454	164,423	347	1,840	2,187
BARAGA	1	4	0	0	15,678	53,337	69,015	182	90	272
BARRY	1	20.625	3.75	0.625	26,170	248,183	274,353	706	2,559	3,265
BAY	3	17.5	8.5	4	61,405	290,467	351,872	4,958	5,651	10,609
BENZIE	1	7	0	1	18,898	155,510	174,408	221	1,341	1,562
BERRIEN	4	24	7.25	0	81,829	536,854	618,683	1,736	7,153	8,889
BRANCH	2	13.5	2	0	44,428	320,448	364,876	2,375	2,997	5,372
CALHOUN	3	16.5	11.5	0	88,081	348,011	436,092	2,530	792	3,322
CASS	2	20	3.5	2	39,585	307,353	346,938	1,054	3,065	4,119
CHARLEVOIX	1	18	0	0	13,935	113,550	127,485	329	2,119	2,448
CHEBOYGAN	2	13	0	0	45,762	132,700	178,462	622	1,072	1,694
CHIPPEWA	2	4	1	1	140,598	157,178	297,776	1,567	490	2,057
CLARE	1	20	5	7	34,960	378,404	413,364	938	3,328	4,266
CLINTON	1	16	0	2	46,258	384,148	430,406	1,640	13,704	15,344
CRAWFORD	1	13	4	0	44,751	141,909	186,660	1,118	2,480	3,598
DELTA	2	9	0	1	52,346	165,214	217,560	939	1,730	2,669
DICKINSON	2	5	2	0	43,059	104,334	147,393	453	885	1,338
EATON	2	23.5	29	1	44,660	397,415	442,075	965	4,523	5,488
EMMET	1	20	0	3	30,078	291,129	321,207	1,995	5,797	7,792
GENESEE	6	42.5	16.5	0	92,441	914,995	1,007,436	2,828	5,498	8,326
GLADWIN	1	9	0	0	25,914	183,388	209,302	1,127	2,349	3,476
GOGEBIC	1	6	2	0	27,385	111,760	139,145	60	570	630
GRAND TRAVERSE	2	24	18	2	45,572	1,200,000	1,245,572	2,587	12,400	14,987
GRATIOT	2	12	0	3	69,211	364,709	433,920	2,516	7,328	9,844
HILLSDALE	2	24	0	0	51,135	221,542	272,677	1,123	1,447	2,570
HOUGHTON	2	6	0.25	0	20,996	123,203	144,199	138	1,014	1,152
HURON	2	11	0	0	32,199	431,774	463,973	1,334	4,983	6,317
INGHAM	4	34	22.25	0	79,225	546,169	625,394	2,655	12,400	15,055
IONIA	2	13	3	2	45,446	250,211	295,657	822	3,722	4,544
IRON	1	5	0	0	34,877	38,165	73,042	447	122	569
ISABELLA	2	11	2	0	35,706	212,310	248,016	1,162	6,221	7,383
JACKSON	3	33.25	7	2	52,785	488,938	541,723	2,585	15,100	17,685
KALAMAZOO	3	33	9	0	67,368	683,390	750,758	1,827	5,320	7,147
KALKASKA	1	8.75	2	0	29,628	254,522	284,150	1,015	1,932	2,947
KENT	6	89	40.5	0	103,182	1,753,950	1,857,132	4,299	11,526	15,825
KEWEENAW	1	4	0	0	20,122	45,363	65,485	42	247	289



	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Funded Total Miles by SRP Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
LAKE	1	10	1	1	27,039	201,458	228,497	725	1,412	2,137
LAPEER	2	16	16	0	52,309	0	52,309	3,645	9,149	12,794
LEELANAU	1	15	3	0	32,121	402,893	435,014	524	3,770	4,294
LENAWEE	2	31	0	0	39,765	583,323	623,088	3,876	4,687	8,563
LIVINGSTON	4	51.75	3	7.25	79,329	631,999	711,328	2,282	7,273	9,555
LUCE	1	1	0	0	25,050	9,052	34,102	881	20	901
MACKINAC	1	5	0	1	29,049	125,543	154,592	691	1,104	1,795
MACOMB	6	178	57.5	5.5	97,367	1,360,000	1,457,367	2,632	8,948	11,580
MANISTEE	1	7	0	5	11,391	97,959	109,350	274	2,266	2,540
MARQUETTE	2	11	6.5	0	50,892	170,838	221,730	942	962	1,904
MASON	1.25	13	0	0.5	19,755	252,076	271,831	880	5,241	6,121
MECOSTA	1.3	15.7	0	1	34,554	330,594	365,148	754	5,626	6,380
MENOMINEE	1	12	0	0	34,670	286,105	320,775	336.50	1,812.50	2,149
MIDLAND	1.5	23.5	0	0	242,049	279,556	521,605	2,605	9,194	11,799
MISSAUKEE	1	8	0.5	0	24,181	135,841	160,022	484	1,025	1,509
MONROE	3	40	16	0	43,892	-	43,892	2,055	-	2,055
MONTCALM	2	21	3.5	0	45,792	208,796	254,588	1,217	1,194	2,411
MONTMORENCY	0.68	7.52	0	0	23,605	122,100	145,705	174	171	345
MUSKEGON	2.25	23.75	1.5	1	51,787	592,386	644,173	306	2,141	2,447
NEWAYGO	1	21	3	1	28,307	572,877	601,184	1,347	3,494	4,841
OAKLAND	10	32	224.75	0	207,355	0	207,355	6,767	-	6,767
OCEANA	2	9	0	0	63,725	268,309	332,034	880	1,835	2,715
OGEMAW	1	12.5	3	0	24,905	160,676	185,581	1,043	6,934	7,977
ONTONAGON	1	8	0	0	20,820	99,473	120,293	164	504	668
OSCEOLA	1	10	0	4	21,907	203,895	225,802	608	3,561	4,169
OSCODA	1	9	0	0	204,827	18,604	223,431	454	1,935	2,389
OTSEGO	1	8.5	0	0	14,980	121,756	136,736	321	2,037	2,358
OTTAWA	3	58	50.5	0	53,156	728,510	781,666	7,267	13,982	21,249
PRESQUE ISLE	1	8	0	0	33,783	139,991	173,774	186	584	770
ROSCOMMON	1	20	0	4	25,998	269,757	295,755	1,348	3,749	5,097
SAGINAW	3	25	3	5	57,137	518,455	575,592	2,319	7,685	10,004
SANILAC	2	18	1	4	88,516	342,152	430,668	2,072	1,806	3,878
SCHOOLCRAFT	1	0	0	0	15,830	0	15,830	125	0	125
SHIAWASSEE	2	19	0	0	50,137	0	50,137	4,122	0	4,122
ST. CLAIR	2	26.25	10	6	56,332	-	56,332	3,164	-	3,164
ST. JOSEPH	2	27	2	0	30,505	178,912	209,417	1,339	4,087	5,426
TUSCOLA	2	9	4	1	43,007	204,401	247,408	1,626	3,702	5,328
VAN BUREN	2	12	8	18	57,684	372,450	430,134	1,652	3,007	4,659
WASHTENAW	3	12	91	1	42,516	-	42,516	1,420	-	1,420
WAYNE	14	16.5	30	0	173,917	130,554	304,471	10,421	7,181	17,602
WEXFORD	1.5	22.5	1	0	48,421	340,350	388,771	409	2,995	3,404
TOTALS	175.5	1,583.8	749.8	99.9	4,265,489	24,415,377	28,680,866	132,524.50	310,831.50	443,356

2006 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes Investigated in Cities and Villages	Total Crashes
ALCONA	637	1,021	1,658	390	557	947	21	110	2	133
ALGER	13	0	13	11	0	11	5	8	0	13
ALLEGAN	994	10,221	11,215	3,878	7,116	10,994	62	68	0	130
ALPENA	573	419	992	338	976	1,314	20	66	1	87
ANTRIM	260	1,506	1,766	385	1,447	1,832	26	33	3	62
ARENAC	252	1,170	1,422	329	974	1,303	94	211	45	350
BARAGA	142	86	228	59	36	95	11	10	0	21
BARRY	628	2,272	2,900	790	881	1,671	16	73	0	89
BAY	1,287	2,810	4,097	3,671	2,841	6,512	38	296	0	334
BENZIE	174	1,000	1,174	47	341	388	37	43	0	80
BERRIEN	52	547	599	1,732	3,141	4,873	337	688	21	1046
BRANCH	913	1,669	2,582	1,878	989	2,867	12	145	1	158
CALHOUN	486	66	552	2,553	-	2,553	167	546	28	741
CASS	589	2,347	2,936	870	1,962	2,832	43	265	0	308
CHARLEVOIX	270	1,973	2,243	69	292	361	38	36	0	74
CHEBOYGAN	750	782	1,532	471	702	1,173	54	75	7	136
CHIPPEWA	1,612	407	2,019	680	279	959	58	92	0	150
CLARE	640	2,463	3,103	298	865	1,163	26	102	5	133
CLINTON	616	4,358	4,974	1,069	10,909	11,978	53	162	12	227
CRAWFORD	530	1,348	1,878	799	1,818	2,617	66	80	17	163
DELTA	720	1,602	2,322	457	700	1,157	38	64	0	102
DICKINSON	272	611	883	224	309	533	42	30	15	87
EATON	255	2,701	2,956	1,227	2,822	4,049	61	242	5	308
EMMET	1,705	4,788	6,493	290	1,009	1,299	24	79	0	103
GENESEE	1,819	4,543	6,362	1,009	1,510	2,519	26	41	4	71
GLADWIN	844	1,491	2,335	896	1,329	2,225	21	54	0	75
GOGEBIC	58	411	469	9	167	176	19	23	22	64
GRAND TRAVERSE	1,315	4,000	5,315	2,418	8,565	10,983	93	234	0	327
GRATIOT	1,074	5,147	6,221	1,653	2,235	3,888	30	56	1	87
HILLSDALE	189	796	985	949	2,192	3,141	616	717	37	1,370
HOUGHTON	89	684	773	69	330	399	12	13	0	25
HURON	2,586	8,293	10,879	211	893	1,104	31	109	4	144
INGHAM	1,144	7,314	8,458	2,156	6,143	8,299	198	418	0	616
IONIA	469	2,299	2,768	502	1,891	2,393	46	125	6	177
IRON	367	105	472	125	70	195	26	37	3	66
ISABELLA	795	4,266	5,061	400	2,074	2,474	34	197	6	237
JACKSON	517	3,077	3,594	2,100	6,322	8,422	218	307	0	525
KALAMAZOO	1,073	3,616	4,689	1,037	2,962	3,999	104	554	1	659
KALKASKA	202	281	483	939	1,409	2,348	31	32	0	63
KENT	974	7,785	8,759	5,833	5,794	11,627	45	222	2	269
KEWEENAW	30	187	217	12	40	52	8	5	1	14



	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes Investigated in Cities and Villages	Total Crashes
LAKE	608	1,071	1,679	573	921	1,494	20	47	2	69
LAPEER	2,308	8,599	10,907	647	2,448	3,095	52	145	6	203
LEELANAU	371	3,407	3,778	134	786	920	13	28	2	43
LENAWEE	470	2,125	2,595	3,509	2,562	6,071	41	77	3	121
LIVINGSTON	1,175	4,382	5,557	2,379	4,913	7,292	89	146	4	239
LUCE	1,136	31	1,167	268	4	272	9	10	2	21
MACKINAC	303	723	1,026	574	468	1,042	11	-	0	11
MACOMB	1,293	5,725	7,018	2,280	3,223	5,503	163	157	0	320
MANISTEE	182	1,225	1,407	105	536	641	10	20	0	30
MARQUETTE	536	643	1,179	606	449	1,055	20	37	0	57
MASON	934	6,185	7,119	200	976	1,176	48	119	6	173
MECOSTA	2,080	2,147	4,227	835	1,755	2,590	20	143	1	164
MENOMINEE	248	1,412	1,659	101.50	603.50	705	26.50	31	2	59
MIDLAND	1,432	5,792	7,224	1,173	3,401	4,574	68	330	22	420
MISSAUKEE	613	1,025	1,638	212	338	550	79	109	13	201
MONROE	582	0	582	2,856	8,678	11,534	81	102	0	183
MONTCALM	246	699	945	1,483	659	2,142	45	245	14	304
MONTMORENCY	171	1,238	1,409	69	655	724	8	29	0	37
MUSKEGON	200	900	1,100	295	1,744	2,039	40	109	1	150
NEWAYGO	1,048	2,525	3,573	413	1,112	1,525	22	73	1	96
OAKLAND	162	4,241	4,403	8,396	42,156	50,552	13	39	0	52
OCEANA	672	1,238	1,910	209	597	806	29	145	1	175
OGEMAW	859	2,400	3,259	516	5,987	6,503	14	51	1	66
ONTONAGON	157	444	601	7	60	67	32	12	8	52
OSCEOLA	587	1,355	1,942	127	1,233	1,360	11	53	6	70
OSCODA	362	1,136	1,498	277	1,005	1,282	136	186	0	322
OTSEGO	164	1,132	1,296	174	1,312	1,486	5	29	0	34
OTTAWA	67	9,742	9,809	5,568	12,136	17,704	49	129	5	183
PRESQUE ISLE	133	447	580	53	138	191	30	37	4	71
ROSCOMMON	862	2,638	3,500	867	1,056	1,923	22	6	0	28
SAGINAW	1,250	5,246	6,496	1,565	4,220	5,785	124	273	23	420
SANILAC	2,013	1,059	3,072	949	728	1,677	183	660	11	854
SCHOOLCRAFT	82	0	82	42	-	42	8	3	0	11
SHIAWASSEE	1,346	0	1,346	2,641	-	2,641	73	267	12	352
ST. CLAIR	1,946	0	1,946	1,324	-	1,324	46	396	0	442
ST. JOSEPH	392	1,124	1,516	946	2,919	3,865	145	341	13	499
TUSCOLA	723	1,798	2,521	1,138	2,257	3,395	34	130	3	167
VAN BUREN	1,104	2,765	3,869	699	1,031	1,730	70	175	0	245
WASHTENAW	187	0	187	1,645	-	1,645	0	303	0	303
WAYNE	1,776	508	2,284	13,028	8,994	22,022	0	36	21	57
WEXFORD	183	1,812	1,995	374	813	1,187	36	61	7	104
TOTALS	58,878	189,401	248,278	102,091	207,766	309,856	4,833	11,957	442.5	17,232

2006 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
ALCONA	32	12	9	20	416	70	29	265	25
ALGER	1	0	0	0	34	15	15	16	14
ALLEGAN	54	12	20	0	1,076	172	186	318	185
ALPENA	35	0	3	3	88	88	6	43	77
ANTRIM	31	0	4	4	514	76	17	86	81
ARENAC	5	3	0	9	17	31	22	111	13
BARAGA	9	1	0	8	18	15	4	7	45
BARRY	23	2	24	0	104	75	27	117	86
BAY	20	4	1	0	331	90	24	51	27
BENZIE	6	2	0	0	193	62	14	12	24
BERRIEN	297	15	63	63	133	15	552	0	502
BRANCH	12	6	16	4	91	115	53	105	74
CALHOUN	251	29	28	5	628	267	492	458	248
CASS	8	10	10	2	251	20	41	126	57
CHARLEVOIX	11	1	1	4	34	16	41	32	55
CHEBOYGAN	7	1	12	0	28	156	64	163	173
CHIPPEWA	38	15	16	24	230	221	94	46	172
CLARE	26	2	4	5	17	8	63	453	89
CLINTON	31	1	48	13	355	126	134	133	85
CRAWFORD	21	1	2	0	324	82	148	124	118
DELTA	24	0	4	0	297	174	54	124	146
DICKINSON	44	2	0	2	175	160	12	36	72
EATON	11	1	1	1	96	100	16	488	44
EMMET	5	6	6	6	0	27	24	112	33
GENESEE	20	0	8	8	0	0	110	2,437	498
GLADWIN	18	2	18	5	11	3	4	41	14
GOGEBIC	0	0	0	0	67	3	24	26	17
GRAND TRAVERSE	33	13	3	4	176	246	55	205	64
GRATIOT	6	0	8	8	309	127	29	17	66
HILLSDALE	33	1	14	6	47	27	69	42	18
HOUGHTON	11	0	8	8	56	69	64	6	57
HURON	19	2	5	4	89	43	38	97	46
INGHAM	20	1	1	0	165	184	102	21	14
IONIA	36	0	1	1	286	71	44	125	89
IRON	23	15	3	1	0	0	96	153	195
ISABELLA	33	0	0	0	269	4	30	96	52
JACKSON	65	5	13	0	980	96	161	244	153
KALAMAZOO	31	2	1	0	91	103	133	207	25
KALKASKA	7	0	0	0	70	25	45	48	35
KENT	10	1	0	2	22	8	90	494	120
KEWEENAW	3	0	0	0	43	12	12	0	1
LAKE	3	0	7	1	73	39	4	91	10



	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
LAPEER	34	1	24	1	26	381	148	160	76
LEELANAU	24	5	4	1	31	7	27	91	8
LENAWEE	29	10	10	6	220	217	5	104	30
LIVINGSTON	56	7	11	8	838	151	70	139	78
LUCE	10	1	19	0	70	35	35	7	58
MACKINAC	2	0	6	6	49	26	24	6	16
MACOMB	70	1	3	3	162	162	283	1,767	259
MANISTEE	7	0	5	3	199	53	8	11	33
MARQUETTE	7	1	2	0	361	39	83	92	180
MASON	10	1	3	6	337	109	48	382	49
MECOSTA	1	0	0	0	11	2	92	32	13
MENOMINEE	15	1	4	3	133	98	28	21	16
MIDLAND	25	4	4	0	120	104	120	256	41
MISSAUKEE	25	19	30	16	445	115	130	304	51
MONROE	5	1	4	4	45	53	43	106	47
MONTCALM	11	0	11	0	111	119	174	76	36
MONTMORENCY	0	0	0	1	21	14	25	408	17
MUSKEGON	1	0	0	0	20	10	90	139	68
NEWAYGO	34	12	14	9	192	137	1	53	50
OAKLAND	1	3	3	6	7	63	125	251	104
OCEANA	44	2	39	0	380	181	75	233	102
OGEMAW	2	0	0	0	90	42	60	69	50
ONTONAGON	2	1	0	0	42	15	3	8	16
OSCEOLA	0	0	0	0	608	6	16	46	36
OSCODA	75	5	14	12	143	40	20	140	124
OTSEGO	15	1	1	1	169	22	16	61	20
OTTAWA	14	0	9	0	45	16	65	0	11
PRESQUE ISLE	5	0	1	0	120	25	3	30	30
ROSCOMMON	4	4	0	0	96	125	43	150	64
SAGINAW	35	6	35	35	493	254	105	241	213
SANILAC	33	10	11	16	70	112	71	222	75
SCHOOLCRAFT	0	0	0	0	2	0	15	9	20
SHIAWASSEE	108	5	8	0	475	194	33	159	69
ST. CLAIR	5	0	1	2	31	49	303	415	66
ST. JOSEPH	13	3	0	6	789	36	6	45	31
TUSCOLA	13	2	3	1	11	10	18	79	20
VAN BUREN	35	0	3	8	369	287	86	244	117
WASHTENAW	29	6	14	0	0	36	59	165	35
WAYNE	189	1	8	5	677	1,123	93	1,819	325
WEXFORD	17	3	2	3	248	83	67	76	37
TOTALS	2,377.50	284	667	382	16,460	7,792	5,958	16,392	6,610

Information obtained from the Semi-Annual Reports submitted by the counties.





